RAILROAD INTO DIXIE COUNTRY

Strong Reasons Cited Why the Proposed Line Should Be Built.

ENGINEER BURGESS' PAPER

Iron Mountain, St. George and Grand Canyon Railroad's Proposiion to the Club.

neeting of the sub-committee of mercial club, held yesterday to a hearing to Engineer M. T. Bura represents the proposed into the Dixle ountry, an exged paper was submitted by Mr. Following are the main ints which it contains, all of which re taken under advisement by the

ties for communication between the different sections of the state are indequate, and that the development of than one part is in consequence eatly retarded.

illustrate, a Salt Lake business man wishing to reach the hydro car district of Uintah county by rail, in district of Uintah county by rail, ust travel to Mesa country, Colo., by a Perver & Rio Grande railroad, dien back to Dragon, Utah, by the grow gage, a trip of nearly 24 hours; row gage, a trip of nearly 24 hours; row county, he must go by the San dro line to Modena and thence 65 is in a stage coach through the dust, or George.

is, George.

Is to the developing effect of direct
to the developing effect of direct
to the direct form Salt Lake to Vernal,
d from the San Pedro road to Washton county, there can be no differ-

ce of opinion.
And all will agree that a community benefited by keeping within its borate armings of its people, and to rester or less extent impoverished if sends to the outside for commodities it could produce at home, particuly if by producing them it furnishes table employment for its people.

EARLY FRUITS.

At this time, June 17, we are con-uming melons produced in Texas, fruit y the carload grown in California, and sany tons of early vegetables from the helfe coast, while the same character products of better quality are going waste in southern Utah and northern riona because there is no suitable ears of transporting them to the other consumers.

he importation of foreign productions and the waste of home productions not stop with the month of June, continue through the entire year, have not stopped for 40 years. The set to pay for these ruinous imports arned by the people of Utah and away in every direction, and set to enrich farmers and fruitgrowin Texas, California and more than

ons are seen in the streets of this delivering coal mined in other es to the consumers here, and at clock in the morning the riveting octock in the morning actured east the Missouri river is heard on Salt the Missouri river is heard on Salt the funds to pay for this coal and the funds to pay for this coal and the funds to pay for the tracks intermountain realroads, and for the

odities are imported steadily, the yment for which aids in keeping the ple of the state in poverty.

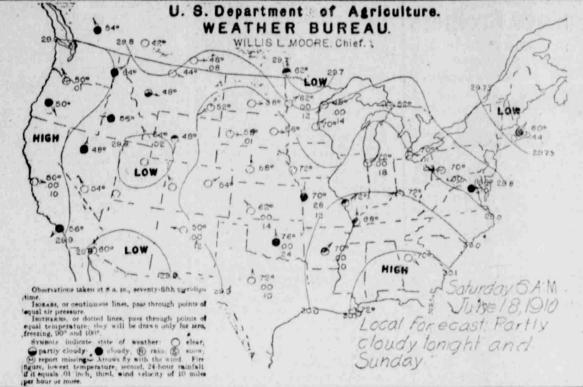
BOUNDLESS RESOURCES.

let I am safely within bounds when as cheaply in Utah and the Arizona and blessed with a climate to that of Texas and Califorperior to that of Texas and Califor-is, and that its resources are to a sat extent undeveloped.

Down there in plain sight of the San Down there in plain sight of the San San Pedro line.

edro railroad are nearly inexhaustible

Today's Weather Chart for United States



night and Sunday, partly cloudy,

With a few local exceptions, the temperatures this morning are above pressure is low except in the eastern portion of the south where it is modportion of the south where is is modtrately high, attended by generally clear weather in that district. The weather in the west is partly cloudy, being under the influence of low barrately high, attended by generally lear weather in that district. The veather in the west is partly cloudy, leeing under the influence of low barmetric pressure. Rain fell during morning occurred at 6 a.m., and was

The conditions indicate partly cloudy yeather for this vicinity tonight and COMPARATIVE DATA FOR SALT

For Salt Lake City and Utah:

ight and Sunday, partly cloudy.

WEATHER SUMMARY.

the last 24 hours at Rapid City, S. D., Pocatello, Idaho, and at Salt Lake City, the normal for this season. The rainfall of yesterday was all the rain slippi river, it has been fair. the normal for this season. The rainfall of yesterday was all the rain which fell in June thus far and amounted to 0.16 inch, but the rainfall is still 0.46 inch deficient for this month, and 4.69 inches deficient for the rear to date.

The sun rose at 4:55 a.m., and will set at 8.02 p.m.
The moon set at 2:26 a.m., will rise at 4:10 p. m., and set again at 2:51 a.m. on

ALFRED H. THIESSEN, Section Director

fields of coal and mountains of iron ore of fabulous richness, and all around them hundreds of thousands of acres of agricultural land as rich as the Nile of agricultural land as rich as the Nie valley, with abundance of water for irrigation; while a few miles further south stand the Kaibob forests containing over six billion feet of choice timber untouched by the saw or axe.

At this time we import, and for many years past have been importing coal, structural steel, railroad material, barbed wire, all classes of manufactured iron, fruits, vegetables, meat, railroad ties, lumber and the like, and have been and are still sending out the earnings of the people to pay for them, while the means of producing them lie idle and contribute nothing to the wealth or comfort of the people.

The coal fields are unworked, the

idle and contribute nothing to the wealth or comfort of the people.

The coal fields are unworked, the people continue to pay high prices for coal, the iron mountains are untouched, the lands uncultivated and the forest trees sway in the wind and rot year after year, for the want of railroad transportation; for its goes without saying that coal, steel, iron, wire, agricultural products, fruits and lumber cannot be profitably conveyed, to market by wagons and pack trains. Nothing but a railroad into the region south of the San Pedro road will permit its resources to be developed.

The D. & R. G. R. R. stopped at Marysvale a number of years ago, and the San Pedro, Los Angeles & Salt Lake line bore off toward the southwest beyond Milford, leaving the Dixie country, which was partly settled about 1860, as Isolated as before railroads penetrated the Rocky mountains.

MANY PETITIONS.

MANY PETITIONS.

The Dixie people knowing what their country is capable of doing if given a chance, petitioned all the railroad builders time after time, to build a line into their country, and allow them to ship their products to market.

But up to this time they have no railroad transportation south of Lund and Modena, and are still sending up petitions.

petitions.

They are offering to pay subsidies and give free right of way too, or to buy the stock of the first company that will build a railroad into their

that will build a railroad into their country and give them a chance to develope its resources.

A company called the Iron Mountain, St. George and Grand Canyon Railroad company has been incorporated by Salt Lake men who see the need of a railroad south of the

miles south of Salt Lake City.

From Thermo the road will run south to Cedar City and the coal fields and Iron Mountains, a distance including sidings and spurs of 60 miles, and later continue on southward through the agricultural, oil, grazing and timber regions to the Grand canyon of the Colorado river.

These Sult Lake incorporators are subscribing liberally, but are not strong enough financially to build the

subscribing liberally, but are not strong enough financially to build the road without assistance, and for that reason are now before this committee asking subscriptions from the club, its members and other citizens of the state.

The incorporators are endeavoring to suild immediately the division between

sidings, et a cost of something less than \$1.500.000, and it is their belief that with this division in operation the line can be extended rapidly to the line can be extended rapidly to the timber and Grand canyon country with funds obtained by the sale of the company's bonds.

Indeed, it is not unlikely some money can be secured on these securities as soon as 20 or 30 miles of the line are in operation. The assistance of the people along the line will be available as the work of construction progresses in the several countles. The incorporators believe the members of this club and other progressive citizens of the state will subscribe funds to build and equip 20 or more miles of road, and allow the construction to begin at once.

The sooner the division to the coal and iron is built the sooner will the coal stringency in this city be relieved, and the more rapidly will the southern and richer portion of the state be developed.

and richer portion of the state be de-

when railroad transportation to and from the country south of Thermo is assured, the emigration from Utah to other parts of the world will largely cease, and the south country will fill cease, and the south country will fit up with settlers, and these settlers by producing what we need will put an immediate stop to the ruinous and un-necessary imports that are causing the wide spread poverty of the Intermoun-

tain region. Spain early in the Sixteenth century. occupied a large area on this continent, and by forbidding the production in America of many commodities largely produced in old Spain, forced the peo-ple in New Spain to import them from

is resulted in Mexico and Central This resulted in Mexico and Central America remaining in abject poverty for three centuries although possessing the richest soil and the most salubrious climate perhaps in the world. Tropical America was deliberately drained of the fruits of the peoples' labor to enrich land owners in the

old world.

That history is being repeated here.

The earnings of the people of Utah
are going both east and west to pay
for the necessaries of life that ought to
be produced at home. Will the people build a railroad and help to make Utah self-supporting?

---Purple Day Wandamere Tuesday, Wandamere, Elks entertain Orphans, Come.

GOOD SHIP LAURENTIC.

Crosses Atlantic Safely With Utah and Idaho Passengers Aboard.

telegram received today at the office of the First Presidency from the White Star Dominion line, gives the information that the S. S. Laurentic, sailing from Montreal, June 11, . was sighted off Browhead yesterday afternoon, and it is due at Liverpool at

noon today. On the steamer were the

noon today. On the steamer were the following passengers:

John Adamson, Carey, Ida.; Nephi D. Beckstrand. Meadow, Utah: Herbert East, Warren, Utah; Herbert R. Weston, Laketown, Utah; David G. Emery, and Alex, F. Wilson, Sait Lake City; John T. Hales, Spanish Fork, Utah; Peter H. Service, Sait Lake City; Samuel R. Hutchings, Beaver; George O. Bleak, John E. Gillespie and Chauncey L. White, Sait Lake City; Peter C. Lundgren, Monroe; John Halverson, Sait Lake City; Peter L. Madsen, Rigby, Ida.; John E. Anderson, Richmond, Utah; Olaf R. Johansen, Archer, Ida.; Ray Van Wagoner, and Oscar E. Thomas, Prove Utah; Sarah Monk, Miss Fern Monk and Mary H. Vincent, Sait Lake City, and Dr. E. E. Hinckley, Provo.

CARD OF THANKS.

I desire to thank all those who rendered assistance during the sickness and death of my wife and to those who so kindly gave their services at the funeral, and for the floral offer-

W. P. READ. The decline of the Primitive Church is an all-important subject to thinkers and students. A concise yet masterly treatment is given in Dr. Talmage's new work, "The Great Apostasy." For sale by Deseret News Rock Store;

UNIQUE METHOD FOR RAISING RATE

Eastern Railroads Try to Get Shippers to Agree to Increase.

PACKERS STAND \$1,000,000

Roads, However, Want \$3,700,000 and There the Matter Stands-Geo W. Perkins Busy.

Chicago, June 18 .- The financial interests in the east have taken an active hand in the attempt being made to solve the problem of freight rates and anciers have been directing their attention to trying to induce representatives of manufacturing inferests to accept increases in freight rates.

Yesterday George W. Perkins of J. Pierpont Morgan & Co., concluded three days' conference between railroad ompanies, during which he tried to

terests to agree to increases of almost 25 per cent in the rates from Chicago to the seaboard, Mr. Perkins has re-turned to New York to try to get the railroad presidents to agree to an increase of only five cents per hun dred pounds. According to the repre-sentatives of the various packing firm the proposition put to them by the railroad men comprehended the trans-fer of \$3,700,000 from the net profit side of the combined packinghous ledger to the net revenue side of the combined eastern railroad ledger.

COMPROMISE OFFERED.

As a matter of compromise, the packinghouse interests offered to consent to an increase which would cost them more than \$1,000,000 annually, but to this the railroads would not agree. Now Mr. Perkins hopes to get the railroads to listen to a compromise measure and then to get the packinghouse interests to agree to a little larger concession than was contemplated in their Chicago offer.

d in their Chicago offer.

The proceeding is unique in railroad history and is causing amazement tmong the ranks of the shippers.

PASSENGER RATES UP. Traffic Officials Consider Advisability Of Revising the Schedule.

Chicago, June 18.-The question of chicago, June is. The quasion revising passenger rates on railroads in territory east of the Mississippi river was considered at a meeting of passenger traffic officials here yesterday. It is said passenger rates east day. It is said passenger rates east of the Missouri river are to be made either uniformly 2½ or 3 cents a mile. The result of the conference is that rate clerks will be instructed to prepare lists to show how much the railroads would lose to place the rates on 2½ cent basis.

The passenger men adjourned to meet next week.

BLAIR GIVES ULTIMATUM.

Says Elevated Roads Will Consolidate Without Metropolitan.

Without Metropolitan.

Chicago, June 18.—Directors of the Metropolitan Elevated Railroad company have been given an ultimatum by Henry A. Blair on the question of consolidation. They are at liberty to get into the combination or remain out, but the Blair syndicate will not raise its price. If it is rejected by the Metropolitan, the merger will be effected with the other three elevated lines.

Mr. Blair will leave for New York tomorrow and said that before his return to the city, he was confident that at least three of the elevated roads would be merged into one company. "There is always a possibility of a slip," he said, "but I am very confident the thing will go through.

"The directors of the Metropolitan have received my ultimatum. It is up to them whether they want to accept it or stay outside. The consolidation will go through with or without the Metropolitan."

RUSHING WORK ON CUT-OFF. Ellensburg, Wash., June 18.—The Northern Pacific railroad is rushing work on the Ellensburg-Ritzville cutoff in the Columbia river valley. The Ellensburg-Reville cut-off will shorten the line between Seattle and St. Paul 100 miles.

Orphans' Day Wandamere Tuesday

BRAKEMAN'S FOOT CRUSHED.

E. E. Harris, a brakeman on the D. & R. G., had his right foot caught and rushed between the bumpers of two ars which he was attempting to climb between in the local yards last night. He was removed to the St. Marks' hospital, where the crushed foot was amputated at the instep.

5.000 tickets already sold for Orphans' Day Wandamere Tuesday, Ask the Elks.

state that he wheat growing on the Cedar Valley Land & Improvement company's big farm is ripening fast. It is filling well and has with-stood the 15 weeks drouth in a remark-able manner. The harvest of the 220-acre field commences on Thursday.

Take a dip in the Lake.

IDAHO POSTMASTERS

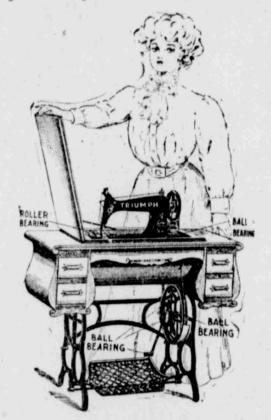
(Special to The News.) Washington, D. C., June 18 .- Idaho postmaster appointed: Fish Lake, Kootenai county, Charles E. Severns, vice G. W. Mason, resigned; Holbrook, Oneida county, George G. Sweeten, vice W. R. Sweeten, resigned.

Cool off at Wandamere Tuesday, Elks and Orphans' Day.

Join our Sewing Machine Club Facts and Fixings

This Handsome \$40 Machine for \$25

A Machine as Good as the best. Ten years' guarantee given with every machine.



OUR CLUB OFFER

\$2.00 on joining the club and \$1 weekly until machine is paid for. Sewing machine delivered after first payment.

Don't buy a sewing machine from a other machines will be sold house-to-house peddlar and pay almost dou- And by keeping you pleased ble for it. Buy it from Keith-O'Brien's in we keep you coming to the the same straightforward way that you store. If anything happens to would buy anything else. We have no solici- the machine through your tors, no agents, no canvassers, no collectors | fault-we fix it. -you pay us. We have but one price-you pay us that one price for a Triumph, whether you buy it for spot cash or on the Club

Full stock of attachments and extra parts kept ready to replace any broken or lost ones.

No. 1. Ball bearing shuttle lever-only on this machine.

No. 2. Roller feed motion-only on this ma-No. 3. Safety needle guard—only on this

machine. No. 4. Shuttle race oiler.

No. 5. Automatic tension release.

No. 6. Capped needle bar.

No. 7. Ball bearing pitman.

No. 8. Ball bearing drive wheel. Remember, we insure this machine to be satisfactory for ten long years.

What Our Club Plan Means.

No waiting. No interest to pay. The machine costs the same whether you belong to the club or pay cash. If you join the club,

your home. Use it-meanwhile pay for it at the rate of \$1 a week. We guarantee and insure this machine against anything that might possibly prove

unsatisfactory. Remember, for ten years.

FREE-A FULL SET OF ATTACH-MENTS WITH EACH MACHINE.

Valenciennes Laces

Many new pretty patterns in German Val laces from one-half to one inch wide. Special 5c a yard.

Soutache Braids

Cotton Soutache braid in all colors. Special 10c a bolt.

We have just received a line of wash machine—then it's your loss. braids in all shades in both bands and But, if the burglar should be edges. Special 10c a yard.

Yest a high-class machine known the world over under another name. We call it the Triumph, but when you come to the store we will tell you the real name. Because we sell it at \$25 instead of \$40, we are not permitted to mention the real name in print. And anything wrong-we fix it.

CUSTOMER -- "Any cheaper for cash?"

No. The price is down to bed rock. We really prefer that you join the club, pay two dollars down, get your Triumph and use it, and come to the store once a week with the payment dollar. Every time you come in you will buy something. If anything breakswe fix it.

CUSTOMER — "Do you have canvas-sers?"

No canvassers. No collectors running to your housewhich off neighbors peeping through front windows. Another point, no interest to pay. Anything wears out-we fix it.

CUSTOMER-"Is it a realiable ma-chine?"

Perfectly. We guarantee and insure it. By so doing Keith-O'Brien Co. keeps you satisfied for ten long years. This means that you will be pulling for the store all the time-telling your neighbors about your Triumph machine -and, through your influence,

We will whisper the name.

customer - "You don't say so! Why I have heard of that machine all of my

You see, we buy car lots direct from the factory. This saves the expense of maintaining agencies-eliminates canvassers-does away with lots of salaries-brings it direct to you. If it's the machine's fault-we fix it.

CUSTOMER—"Well you can send one out. Here's two dollars. I might as well save \$15."

You'll not regret it. If it's our fault-we fix it.

CUSTOMER-"It all seems so favorable to the purchaser."

So it is. It is just one of our ways of impressing you that however, you select a guaranteed machine, the store is all right-watching pay us \$2 down and the machine is sent to the customer's interests.. No matter what breaks-we fix it.

CUSTOMER—
"What do you mean
by fixing it?"

Suppose you are moving the machine and it rolls down stairs and a leg breaks off—we fix it. It hurts one as much to break a sewing machine as it would were the baby to fall off the top of a load of furniture, were one moving to another house.. Can anything be fairer? If anything happens to the machine in ten years in the way of breakage through any cause-we fix it. In case of fire and the machine is burned-or if some one breaks into your house and steals the caught-we'd help fix him!

\$10,000.00 Worth Silver The contract for furnishing the \$10,000.00 silver service for the Battle-

by Governor Spry. We accept the commission with due pride and take this method of promising the people of Utah that no more magnificent service has ever been presented to an American battleship than the one we will have made by The Gorham company, the largest silversmiths in the world and the makers of twentyeight battleship and crusier services up

to date, with three other contracts now

on hand. Drawings of the accepted ser-

vice now on display in our windows.

ship Utah, now in course of construc-

tion has been awarded to us by the

special committee appointed recently

Phone 65 for the Correct Time.

